

LAS VEGAS

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SAN BRUNO ARCHIVE

~~Achieve~~ File ID: 181-58A-3203 S-635

Title: BURNING OF CONTAMINATED FUEL AT PUGET SOUND (4/6/48)

US VEGAS Serial No: 109538

Pages: 2

Notes: PUGET SOUND SHIPYARD (BACKGROUND)

109538

ADDRESS REPLY:
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C-S99(6)(b)(390)
OOJJF/Wn

SAN FRANCISCO NAVAL SHIPYARD
SAN FRANCISCO. 24. CALIFORNIA

NR-JJF-7

SERIAL: 00062

APR 6 1948

~~CONFIDENTIAL~~

From: Officer-in-Charge, Radiation Laboratory
To: Lt. Comdr. W. B. Taylor, USNR
c/o Code 276
Naval Shipyard Puget Sound

CLASSIFICATION CANCELLED *
BY AUTHORITY OF DOE/OC

REVIEWED BY *Carlucci* 4/25/88
DATE
*Ltr. DNA Varallo To
DOE, OC dated 9/14/87

Subj: Burning of Contaminated Fuel at Puget Sound

Refs: (a) Lt. Comdr W. B. Taylor Conf memo of 2 April 1948
(b) BuShips disp 102013Z March
(c) BuShips-BuMed disp 311405Z March
(d) SFNS disp 100004Z March

1. Reference (a) raised several questions concerning approved procedures for burning radioactively contaminated fuel oil at Puget Sound Naval Shipyard.

2. The Laboratory's interpretation of the approval for burning of the contaminated fuel as granted by references (b) and (c) is that burning is to be accomplished under the same conditions as previously prescribed for the fuel removed from USS GASCONADE, which has been the standard thus far, with the added requirement, however, that an alpha fall-out survey be conducted. The assumption the reference to "previously prescribed" conditions applied to GASCONADE fuel oil was correct. It is also correct that GASCONADE fuel oil was burned without dilution. Further, it is considered that the dilution recommendation was a special case produced by incorrect computations regarding contamination of samples from A516 and A517 of SALT LAKE CITY. This situation was corrected in reference (d) which recommended in effect that dilution not be required, and the recommendation was approved by reference (b). Therefore, the interpretation is that authority has been granted to burn all the fuel undiluted.

3. The pertinent portions of the Bureau of Ships' letter prescribing the conditions for burning the contaminated GASCONADE fuel are quoted as follows:

"(A) Recommended procedure as set forth by Bureau of Ships:

- (a) Maintain excess air as high as practicable.
- (b) Blow soot as frequently as practicable.
- (c) Burn the contaminated oil only when high combustion rates are required to insure complete combustion. If plant must be operated at low loads, shift to non-contaminated oil.

RG 181 AGENCY/NRDL

Location SAN BRUNO FRC

Access No. 181-S8A 3203 S-635

Folder S99(6)(b) Experiments

and Research, Samples 1948

"Our Sole Mission is to Serve the Fleet" S99(6)(b) 4/6/48

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(d) After the burning of the contaminated oil has been completed, operation of the plant should be continued as long as practicable before opening fireside. Firesides should be monitored upon opening to insure that it is safe for workers in case repairs are to be made.

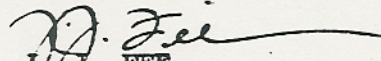
(e) Burning should be avoided, if practicable, if it is raining.

(f) The use of the shortest leads of piping and the minimum of fuel oil handling equipment may be desirable.

(g) Tests to determine casing leaks which may result in the discharge of combustion gases should be made and the leaks plugged prior to operation."

4. The Bureau of Medicine and Surgery had some requirements in the GASCONADE letter regarding obtaining flue gas and soot samples, but these are considered pertinent to that particular job only. It is recommended, however, that filter paper samples of solid matter in flue gases and samples of soot be obtained for record purposes if at all possible. Although filter queen samples of air in the vicinity of the stack ^{are desirable} they are not considered of sufficient importance to warrant delay of operations to provide necessary apparatus from the Laboratory.

5. For purposes of information, the current prospective docking date of both INDEPENDENCE and DENTUDA is 14 April.


J. J. FEE
Comdr., USN

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